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GREAT RAILWAY MEETING

AT ORANGEVILLE,

CONVENED BY

JOSEPH PATTULLO, Esq., Mayor of Orangeville,

HELD ON

Friday, 7th September, 1877,

TO CONSIDER THE ADVISABILITY OF

WIDENING THE GAUGE

OF THE

Toronto, Grey and Bruce Railway.



SPEECH

OF THE

PRESIDENT OF THE RAILWAY COMPANY.



TORONTO:

GLOBE PRINTING COMPANY, KING STREET EAST.

1877.

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Great Railway Meeting

AT ORANGEVILLE.

SPEECH OF THE PRESIDENT

OF THE RAILWAY COMPANY.

MR. MAYOR AND GENTLEMEN,—It affords me very great pleasure in meeting so large and influential a deputation of the representative men of the Municipalities traversed by the Toronto, Grey and Bruce Railway. I had no expectation of having to appear so soon before you in my present character, and I address you therefore with some diffidence on the subject which has brought us together. I ask, by way of preliminary to the explanations which I have to make, that you bear with me while I state a few of the leading facts connected with the early history of the Toronto, Grey and Bruce Railway. These facts will explain to a certain extent the reasons why this meeting has been convened, and will show how large was the amount of work undertaken and performed by the Company with the slender means they had at their disposal.

THE QUESTION OF GAUGE.

Many in this meeting are well aware of the ridicule which was heaped upon the Toronto, Grey and Bruce Railway during its early inception on account of its "narrow gauge." The promoters of the undertaking had to fight this prejudice all the way from Toronto to Owen Sound, and from Orangeville to Teeswater. Utter failure was predicted by the opponents of the gauge and of the road, and it was prophesied that the line would never ascend the Caledon Mountains. It did, however, ascend that incline, and reached the various points which its promoters had under-

taken to serve. In speaking of the gauge, I take this opportunity of saying that I acknowledge to no error or to no failure in the choice of gauge made. The road, as a narrow gauge line, has come up to all the expectations held by its promoters. I admit that, in the rapid progress of events, circumstances have come about which make it now desirable to effect a change, and I admit that, could I have foreseen the future as being so near, I would not have advised the adoption of the 3 feet 6 inch gauge. You are well aware that the Grand Trunk, the Great Western, and in fact all the railways in Canada at the time the Toronto, Grey and Bruce Railway was built, were of a 5 feet 6 inch gauge, and that there was no expectation then that that gauge would for a number of years be changed. It was the utter impossibility of raising capital sufficient to build a 5 feet 6 inch gauge that induced the Toronto merchants to adopt the narrow one, they believing that in the section of country now served by this road the absence of railways was a great want, and that the narrow gauge would be ample for the requirements of the country. In so far as the traffic is concerned, there is no doubt they were correct. I am not aware that in any one instance has freight ever been left behind on account of the railway's inability to move it. The march of events, however, has been rapid beyond expectation. The Grand Trunk Railway has now been changed to a gauge of 4 feet $8\frac{1}{2}$ inches; the Great Western Railway has also been changed to that gauge; the Wellington, Grey and Bruce, although partially built on a gauge of 5 feet 6 inches, has been changed to one of 4 feet $8\frac{1}{2}$ inches; and the Intercolonial Railway, built on a 5 feet 6 inches gauge, has been altered to one of 4 feet $8\frac{1}{2}$ inches. These facts compel me to admit that probably the Toronto, Grey and Bruce Railway would be more valuable to the country were the gauge also 4 feet $8\frac{1}{2}$ inches.

However, my object in addressing you to-day is not to promote an agitation for a change of gauge. My desire is chiefly to lay before you, as the parties most deeply interested and most chiefly concerned in the prosperity of the Toronto, Grey and Bruce Railway, a statement of facts as to its present position. Before doing so, I would like briefly to refer to a few historical facts connected with the undertaking.

CHRONOLOGICAL FACTS.

The first sod of the Toronto, Grey and Bruce Railway was turned in October, 1869. The contracts for construction were let as follows :—

From Weston to Arthur.....in November, 1869.
“ Arthur to Mount Forest.....	“ January, 1871.
“ Orangeville to Owen Sound.....	“ September, 1871.
“ Mount Forest to Wroxeter.....	“ May, 1872.
“ Wroxeter to Teeswater.	“ January, 1873.

The line was opened for traffic as follows :—

To Bolton.....in July, 1871.
“ Orangeville.....	“ November, 1871.
“ Mount Forest.....	“ December, 1871.
“ Owen Sound.....	“ August, 1873.
“ Teeswater.....	“ November, 1874.

Thus in less than five years the Company had close upon two hundred miles of railway built and equipped, and every promise made to the Municipalities was redeemed.

GREY EXTENSION—CONTRACTS AND FINANCES.

With your permission, Mr. Mayor, I will now refer particularly to some facts relative to the Grey extension, and the contracts in connection therewith. Immediately after the Grey by-law was voted, contracts were let for the completion of the road to Owen Sound. I then proceeded to England and purchased the iron necessary for that section. It was bought at £7 10s. per ton. In the year following, when the iron was being delivered, so great was the advance which had taken place in price, that similar rails sold as high as £14 10s. per ton. During the year 1872, and whilst these contracts for the Grey extension were in progress, a serious advance took place in the price of all material and labour. At the same time a distrust of all Canadian railway securities set in, caused by the projection of so many lines throughout all Canada, and capitalists could not be induced to invest in or purchase railway bonds. The Company thus found themselves faced with the difficulty of providing funds for the payment of contractors. The Directors knew very well, at the time the contracts were let, that the deficiency in their capital account after spending their own share capital, the bonuses from the Municipalities, and also the Government bonus, would have

to be provided from the sale of bonds. At that time, however, they had full faith that as soon as they had a complete road they would have no difficulty in floating the Company's bonds. The contractors for the rails, and for the grading and execution of the Grey works, the Company knew, would have been only too glad to have been released from their several losing contracts. Either broken pledges in the county of Grey, following on the lapsing of the contracts, and the stoppage of the works, had to be faced, or the building of the line had to be boldly pushed on. It was decided to push on, but unfortunately for the contractors, and also unfortunately for the Company, the sanguine hopes which the Directors entertained of raising money were dashed to the ground. It is satisfactory, however, to know that heavy as were the losses the Company had to sustain, all the promises to the Municipalities have been faithfully kept to the letter. Considering the many agitations, and the failures which have so often taken place in trying to build a railway from Toronto to Owen Sound, I must say I think the Board is to be highly congratulated on the eminent success which they attained. The only error and the only great mistake which I am prepared to acknowledge in connection with the building of the Toronto, Grey and Bruce Railway is, that work was not stopped when it was found that the Company's funds were short. My excuse for that mistake is, that by not so doing the valuable iron contract which we had secured, and upon which a loss of \$150,000 would have been sustained if it had been cancelled, also the other valuable contracts on hand, were saved to the Company. Gentlemen, you have to-day the road, and those contractors and others who built it lost their money.

CLAIMS AGAINST THE ONTARIO GOVERNMENT.

It has always been felt that the Company has a strong claim for aid from the Ontario Government, under the Railway Aid Act, for that portion of the line altogether unaided between Weston and Orangeville. Very many of you who attended with me as a deputation to wait upon the Ontario Government last autumn, to urge the claims of the road, are aware of the position I then took on the subject of a Government grant for that section. I then explained that the iron and the rolling stock of

the Company were nearly worn out, and that unless replaced soon the road would certainly have to stop, as the Company had no means of their own, and could obtain none, to relay the road with iron. The unsuccessful result of that meeting you are all aware of.

REASON OF PRESENT APPEAL TO MUNICIPALITIES.

I felt on submitting the matter to the Government that I had exhausted all resources, and that it then only remained for the Board to simply run the road in the interests of the country just as long as they could safely do so. A number of influential friends of my own, and also friends of the road along the line, took, however, another view, and knowing the condition of the track, and knowing what was certain to happen unless something was done, and aid obtained from some source, they advised me that it was my duty at once to lay the case before the representatives of the Municipalities. My friends urged that it would not be in keeping with my general character and position to allow the road to be stopped without making one more and final effort to avert the catastrophe. They urged me that if I was even not more successful with the Municipalities than I had been with the Government, at any rate it would be a satisfaction to me that I had vindicated my own character in the matter, and had shifted the onus from my own shoulders to those of others.

PREJUDICES AGAINST THE GAUGE.

It was at this time that the Mayor of Orangeville, and with him several other influential Municipal officers, suggested that a meeting of representative men from the townships and towns should be convened to consider the situation, and I was asked if a deputation of the Board would attend. I assented, and hence, gentlemen, the reason I appear before you to-day. Our friends further urged that it might be better, as the road would at any rate have to be renewed with rails, to at the same time take up the whole scheme of the change of gauge. They urged that although the road fulfilled all the promises of the promoters, the old prejudices against the gauge more or less still existed, the consequence being that the villages, towns, and country through which the road passed were not improving or thriving as fast as those upon the broad gauge roads. It was urged that manu-

facturers, large shippers and capitalists looking out for localities in which to settle, had a prejudice against the line of the Toronto, Grey and Bruce Railway on account of its break of gauge. Those and other strong reasons were very forcibly urged upon me why at this meeting something more than the mere renewing of the road should be considered, and the wider scheme brought forward. I must admit that there is a great deal of force in the arguments advanced, as I know in my daily intercourse that business men have raised the objection, and urged it to my face, that they would not embark in enterprises at the stations of the road where large transit facilities were required, for the simple reason that they could neither receive or ship to a distant market without breaking bulk.

I felt it was my duty to take all those matters into consideration and lay them before you, as you are really the parties interested in the Toronto, Grey and Bruce Railway and its welfare. If it is true that the gauge is a bar to the general improvement of the country, and that it is desirable to change it, it is for you to consider the cost. I must admit that I am more anxious to see the road in efficient running order with steel rails, than to change the gauge. If the Municipalities, however, think differently, it is for them to take into full consideration all the interests involved. There is no doubt, as I have already stated, that the general situation has altered since the railway was built. You are now surrounded by the standard gauges of the country, and it would be unwise to shut your eyes to the objections and to the grievances already referred to.

ADVANTAGES TO THE COUNTRY FROM THE RAILWAY.

It will be admitted by every one knowing the country, that the road has been of vast benefit to the locality served by it; and in support of that statement I trust the meeting will bear with me whilst I lay before them a few figures appertaining to the group of townships that aided the railway in Grey, and which the Grey extension traverses. The quantities carried are from the official returns of the Company, and are correct. The figures showing the saving to the Municipalities are conjectural, but I believe are very much within the mark; I will be glad whilst going over them to be corrected if found wrong. I assume that in that group of

eleven townships there are 600,000 acres, or say 6,000 farms of 100 acres each, and that each 100 acres produces for exportation 100 bushels of grain. There will then be an annual saving to the Municipalities in the Grey group as follows :—

Grain.....600,000 Bushels	at 5c. per bushel.....	\$30,000
Live Stock.....15,000 Head.....	at \$2 each.....	30,000
Dressed Hogs...600,000 lbs.....	at 50c. per 100lbs.....	3,000
Butter & Cheese 6,000 Farms.....	at \$1 per farm.....	6,000
Timber.....400,000 Cub. ft	at \$2 per 1000 ft.....	12,000
Cordwood... ..20,000 Cords.....	at 25c. per cord.....	5,000
Railway Ties...50,000 Ties.....	at 5c. profit per tie.....	2,500
Imports, such as Groceries, Dry Goods, Salt, Iron, Oils, etc., say		
\$4 per 100 acres		24,000
Increased value of property in villages, such as Shelburne, Dundalk, Flesherton, Markdale, Chatsworth, etc., per annum, say ..		\$20,000

Or a total saving to these Townships of.....\$132,500
 whereas I find that their contribution during the first year, to provide interest and sinking fund to the bonus granted to the Company, amounts to only about \$29,000.

I need not here dwell upon the enhanced value given by the railway to every 100 acres in that group, nor upon the large amount of Government land and of lands unsaleable even for taxes, before lying idle and valueless, but which are now either worked or are changing hands at very greatly increased prices, knowing full well that I am in the presence of gentlemen who are better acquainted with those facts than I am. I may here say, however, that in the group of townships mentioned the expenditure for timber alone each year, which must otherwise have been destroyed, has reached the amount of \$50,000—upon cordwood \$40,000 and upon ties \$9,000. This sum represents the money spent for labour, thus making valuable capital out of what otherwise would be destroyed. I might have dwelt upon the convenience of the road to travellers, or to those who have to go out and in. I refrain, however, leaving all these advantages, as well as the above figures, out of my calculation. Believing I was within the mark, I showed the above estimate to a gentleman largely connected with trade on the line of the Toronto, Grey and Bruce Railway—I allude to the Reeve of Harriston—who pronounced them very low indeed. If you admit the correctness of my calculation, you will see that the whole of the bonus granted has actually been returned to those Municipalities in two years. The Reeve of

Harriston also mentioned to me a most extraordinary fact in connection with his own township, and I refer to it with very great pride as a Canadian—I mean the Township of Minto, which has already given \$80,000 in aid of railways, and may therefore justly be called the Banner Railway Township of Ontario. He tells me that the first year the railway tax in that township was 17 mills, and that now the whole taxes are only 6 mills in the dollar. There, at any rate, the good old proverb as to the cheerful giver is fulfilled to the letter. I take the advantages of the railway to the County of Grey as a fair example of what they are to the other Municipalities, because, admitting that the older townships have not the timber and other coarse freights that Grey has, they have in far greater excess cereals, cattle, &c.

PROSPERITY AND WEALTH OF THE TOWNSHIPS.

I may further call attention to the ability of the Municipalities along the line of the Toronto, Grey and Bruce Railway to grant aid to any scheme that this meeting may adopt for the improvement of the road. They have already received back from the Municipal Loan Fund about one-third of the bonuses granted to this Company, and apart from the figures I have given you already, I would direct your attention to the extraordinary development and increase in wealth of the group of townships in Grey, before alluded to. I find that their assessed value in 1870 was \$3,140,000, whereas in 1877 it is \$6,430,000. I find that the Township of Luther, which has hitherto refused any aid to the Toronto, Grey and Bruce Railway, has improved from \$206,000 in 1870 to \$823,000 in 1877, and that the aggregate assessment of the Municipalities which aided the Toronto, Grey and Bruce Railway (exclusive of Toronto) was in 1870 \$8,741,000, while in 1877 it had reached \$19,253,000. You see, therefore, gentlemen, the astounding and rapid growth in wealth of those Municipalities. I will not say that each Municipality has benefited in the same degree as those I have been more particularly referring to, but I have no hesitation in saying that the least favoured townships will admit that the aid given to the Toronto, Grey and Bruce Railway has been the very best investment they ever made.

THE ORIGINAL PROSPECTUS.

It is not for me to urge the adoption of either one scheme or the other. Having built the road, I felt that my labour should then

have ceased ; but not belonging to that class which deserts a ship in distress so long as there is a plank to hold on by, you still find me here, and if I can be of further service to you in helping to bring the road into a first-class position, and making it in uniformity with the gauges of the country, then I shall be glad ; if not, I shall feel that with the explanations made to-day I have done my duty. I have decided to put no more money into the Company, neither would I ask my friends to invest another dollar in it. In support of what I say with regard to the money already spent, and the prospects of obtaining more, I shall give you an extract from the original prospectus of the Toronto, Grey and Bruce Railway, showing the expected gross earnings upon the section from Toronto to Mount Forest :

“ The grain, cattle, pork, goods and passenger traffic tributary to the first section of the Toronto, Grey and Bruce Railway will equal, if not exceed, for the same length of line, the local traffic of any other railway in Canada. The following estimates of traffic from the first section of the Toronto, Grey and Bruce Railway are based upon calculations on the returns made by the Municipalities, and an intimate acquaintance with their trade and resources :—

Passengers, 140,000	\$140,000
Cereals, 2,000,000 bushels	100,000
Flour, 50,000 barrels.....	15,000
General Goods, 50,000 tons.....	150,000
Square Timber, 1,000,000 cubic feet.....	30,000
Staves, Lumber, Bark Posts, &c.....	10,000
Cordwood, 20,000 cords.....	25,000
Mails and Express.....	20,000
Total.....	\$490,000

“ Allowing 60 per cent. for running expenses, the net earnings would amount to \$196,000—equal to a dividend of 18 per cent. on a cost of \$15,000 per mile. Allowing reasonable margin for increased cost or less traffic (the moderate estimate of which will be undisputed), there remains the *strongest reasons* for anticipating a dividend of 10 per cent. per annum.”

I must say that that document does more credit to the imagination of its authors than to their heads. Upon the face of that prospectus, and knowing the great want of railway accommodation at that time, I and others put largely of our means into the undertaking. That money is all lost and gone ; and now, after completing 200 miles of railway, the entire gross receipts during the best year in the history of the road amounts to but some \$372,000, or more than \$100,000 less than was expected upon the first 90 miles. It may be urged by some that the Toronto

men, and those charged with the conducting of the line, have made, or are making, money out of it. I tell you plainly that the original stock put into the line by the Toronto merchants amounted to over..... \$300,000

The money actually lost by contractors and others on their contracts came to about..... 450,000

Making a total capital altogether lost and gone of.... \$750,000 or three quarters of a million dollars. In addition, there is the munificent bonus given by Toronto of \$350,000. I do not take into consideration the great sacrifice of time by directors and others in the early promoting of the Company, and the subsequent management of the undertaking, which, with one exception, has been totally unrequited and without reward. I cannot feel any astonishment at the unsatisfactory result when I look upon the multiplicity of lines now occupying the territory at that time vacant. You have now, between the Northern on the north and east, and the Buffalo and Goderich Railway on the west, the following new lines: The North Grey Railway; the Toronto, Grey and Bruce to Owen Sound; the Wellington, Grey and Bruce to Southampton and Kincardine; the Toronto, Grey and Bruce to Teeswater; and the London, Huron and Bruce to Wingham, and others are building. I have no doubt that some of those building now will be some time before they are completed, and that their promoters will soon find, if they have not already done so, that it is easier to commence a railway than to finish one.

THE PRESENT A FAVOURABLE TIME.

There is no doubt that no better time than the present could occur for the carrying out of any scheme of either improvement or of widening the gauge of the Toronto, Grey and Bruce Railway. Iron, steel, and all materials are exceedingly cheap. There is a large amount of unemployed labour available, which could be had at reasonable rates. In short, in no period within the last 15 or 20 years could the work be more economically completed. There is also no doubt that just now the circulation of the large amount of money which would be spent in making the improvements along the line would be most beneficially felt. The country is, I think, now entering upon a new era of prosperity, and it might be a fortunate thing for the Municipalities were they just now to

take up this scheme and make a fresh start. There is no doubt but that the prejudices said to be operating against the settlement of the country would be at once removed; that the villages and towns upon the route of the railway would receive a fresh impetus in the march of improvement which could not fail to contribute materially to the advancement of the farming community as well. With the creation of wealth, property and lands of all kinds would increase in value, better houses would be built, and a greater circulation of foreign capital be secured.

THE ORANGEVILLE STATION AND TARIFFS.

Reference has been made here to the station at Orangeville, and the discriminating rates of freight charged against Orangeville. With regard to the station, I am pleased to say that at one time a station did exist there, and a very good one it was. The Company could, however, not prevent the building from catching fire, nor alter the fact that there was no money on hand to replace it after it had been burnt down. It was and is felt that it is a disgrace to have no proper station accommodation at Orangeville, but still means could not be provided. Extreme poverty is the only excuse which we have to offer in regard to this station. So far as freights are concerned, this railway cannot control the Grand Trunk or any other railway so far as the discriminating of rates is concerned. I would like to ask my friend from Orangeville, who raised the objection as to the Company's tariff, and grudged his five cents on his keg of nails, what he has had to pay in former days for the carriage of nails from Toronto, when there was no railway to Orangeville at all?

THE OWEN SOUND STATION.

Whilst on the subject of the Company's shortcomings in regard to station accommodation, I must admit that one Municipality has a claim upon the Company, viz., the town of Owen Sound. That Municipality granted a bonus to the Company to bring the railway up to the centre of the town, and also to build a station. The work was begun, but unfortunately the means of the Company ran short, and Owen Sound was left without a station. I feel that even if I have to sell the coat from off my back that Owen Sound must have a proper station built.

NO SCHEME PERFECT.

It has been remarked that some of the Municipalities did not receive as much benefit from the road as did others. In reply I can only say, that no man can perfect a scheme so that it will be purely and literally equitable to all. I remember, during the discussions which took place upon the introduction of the penny postage stamp into Britain, that an Edinburgh man was heard to raise great objections to it because he had to pay as much for a letter coming from Glasgow as he had when he got one from John O'Groat's. The great aim to keep in view is to make a scheme as near perfection as possible.

EXTENSIONS.

Reference also has been made to extensions. You, Mr. Mayor, have heard to-day a deputation from Walkerton eloquently pleading for an extension of the Toronto, Grey and Bruce Railway to that town. I might, if I indulged in pride, feel a satisfaction in seeing my old friend, Mr. Shaw, pleading so eloquently for the Toronto, Grey and Bruce Railway here to-day. I remember, sir, when it required all the courage I could muster to put in an official appearance in Walkerton on behalf of my Company, so great was the contempt in which we narrow gaugers were held in that town. You had also a deputation before you to-day from Kincardine, asking and pleading for the extension of the Toronto, Grey and Bruce Railway to that thriving town; also one from Wingham, solicitous to have us extend our line there. It is certainly to me a matter of great gratification to see here to-day all those gentlemen whom I have met years ago, most of them in former days opposed more or less to the Toronto, Grey and Bruce Railway. With reference to those proposed extensions, you have probably wisely ruled against their discussion at this meeting. My chief object here to-day is to see if I cannot develop a scheme to perfect and complete and thoroughly equip the original stem of the line. Of course I am not insensible to the advantage of these extensions, and as soon as there appears a reasonable prospect of the present Toronto, Grey and Bruce Railway being placed in the position of a first-class road I shall be glad then to take up the question of extensions, knowing that some of them must ultimately be built; but I think, Sir, that until

I see my way clear to complete what we have in hand, that you would deem it unwise in me to undertake further obligations.

COMPETING LINES.

This territory is now well off for railways. I state to you, Mr. Chairman, and to this meeting, frankly, that I think there is no word which has been more misapplied and more abused than the word "competition." Where there is not enough traffic for one road, how are two or three to live? And when there is not enough of work for one staff of hands, how are two or three additional staffs to improve the situation? You may depend upon it that those roads which you see now lying half completed and half built, cannot be kept open without traffic. Had the Toronto, Grey and Bruce Railway as much business as it could do, or one-half of what was claimed it would have in the original prospectus, the Company would not now be in its present humiliating position, knocking at your doors for renewals. A single good road, depend upon it, well equipped, in a flourishing state, crowded with business, is infinitely better than two or three poor, sickly, languishing concerns. Every bushel of grain, every passenger—in fact, the entire extent of the traffic that your territory can produce, is now known, and the amount of money your roads can borrow is limited to the interest they can pay, represented by the traffic. It cannot, therefore, I think, be wondered at that capitalists cognizant of the immense losses already sustained through railway investments in Canada, now refuse to advance money to build more roads—there being no business for them to do—and that they have generally come to regard Canadian Railway Bonds as little better than waste paper.

ESTIMATED COST OF THE NEW WORKS.

My friend Mr. Gibson, of Howick, has asked me what would be the cost of the change of gauge and the projected improvements. I did not expect to have to answer that question to-day, not having yet gone into the matter thoroughly. I may state, however, for Mr. Gibson's information and that of the meeting, that the new works, which would include an iron bridge over the Humber, with an improved location there, straightening the curves generally, reducing the grades, ballasting the line thoroughly, laying 120 miles with heavy steel rails, buying half a dozen new

locomotives, half a dozen new passenger cars and a lot of box cars, would involve a cost of about a million dollars (\$1,000,000).

HOW THE MONEY COULD BE RAISED.

The money to be raised might, I presume, be spread over a period of say 20 years, and could be so arranged that no levy of assessment would be made in 1878—that the first tax on behalf of the railway would be collected in 1879. Were this once arranged, some rails could be obtained for immediate use this season, and the balance contracted for for early spring delivery, and the work generally completed next year. I may state that it is now conceded by engineers and railway men that with heavier locomotives and heavier rails, and a better road bed generally, there is a much better chance of being able to resist the tremendous snowstorms with which this country is sometimes visited, and maintaining the road fairly open during the winter, than can ever be possible with our present road.

THROUGH TRAFFIC.

I must concede that the present gauge never having been intended for a through road, the line cannot be expected, as it now is, to compete with the standard roads of the country for doing a through traffic. If the town of Owen Sound and the other towns along the line are ever to have the full benefit of through railway facilities, and wish to share in the advantages accruing to the great traffic of the West, that fertile region about which we hear so much, they can only do so by making the Toronto, Grey and Bruce Railway into a first-class concern. No doubt, that being once done, Owen Sound and the other towns upon the road would be at once placed upon as favourable a basis as any in the Dominion for developing a large through business.

CONCLUSION.

And now as to the summing up of the whole matter—and I must confess I approach the subject with much reluctance, and with a full sense of the great responsibility involved—I mean the complete stoppage of the traffic of the railway. Such a catastrophe means a complete cessation of the employment of that capital now pouring into the district; it means almost a paralysis of every industry. I do trust, gentlemen, that you in your good wisdom will take such steps as will avert that threatening contingency, and save the country from so dire a calamity.

RESOLUTIONS ADOPTED.

The following were the Resolutions adopted at the meeting of Reeves, Deputy Reeves, and Municipal Councillors held at Orangeville on 7th September, 1877, convened by His Worship the Mayor of Orangeville, to consider the advisability of devising means to secure the widening of the gauge of the Toronto, Grey and Bruce Railway to the national, or 4 feet 8½ inches gauge, and generally to improve the line.

Dr. Christie, Reeve of Artemesia, moved, seconded by Mr. A. Meiklejohn, Reeve of Harriston :—

“That this meeting is of opinion that it is highly desirable to change the gauge of the Toronto, Grey and Bruce Railway to the standard gauge of the country, and to convert the railway into a first-class line, and that the present is a desirable time for so doing, and that the following gentlemen be appointed committees to act with the Railway Company to further the end in view, said committees to meet at the call of the President of the Railway Company :—For County of Grey—The Reeves of Keppel, Sarawak, Owen Sound, Derby, Sydenham, Sullivan, Holland, Glenelg, Artemesia, Proton, Osprey, Melancthon, Egremont and the Mayor of Owen Sound. For the district west of Orangeville—Reeves of Amaranth, Luther, Arthur, Arthur Village, Mount Forest, Minto, Harriston, Howick, Wroxeter, Turnberry, Culross and Teeswater. For Orangeville and district south—Reeves of Orangeville, East Garafraxa, Caledon, Albion, Bolton Village, Mono, and the Mayor of Orangeville ; each committee having power to add to their number.” Carried.

Mr. Lambert R. Bolton, Reeve of Bolton Village, moved, seconded by Mr. A. M. Stevens, Reeve of Owen Sound :—

“That inasmuch as a certain section of the Toronto, Grey and Bruce Railway, and that the most difficult of construction, has received no Government aid, and the greatest portion of the road having received only the minimum amount of Government bonus, this meeting is of opinion that any scheme to make the road a first-class one should receive the most liberal assistance from the Government of Ontario ; and further, that if the road between Weston and Orangeville cannot be aided under the present Railway Aid Act, such legislation should be introduced as will enable the Government to aid the Company at least to an equal amount to that given to other railways.” Carried.

Mr. Shaw, of Walkerton, moved, seconded by Captain Barker, Kincardine :—

“That it is expedient, in the interest of the Toronto, Grey and Bruce Railway, that the line of road should be extended west to Lake Huron, with a connecting line to Walkerton, as early as possible.” Carried.

The Reeve of Wingham moved, seconded by Mr. J. M. Lett :—

“That the extension to Wingham, to connect with the London Road, is a matter worthy the consideration of the Company.” Carried.

